

# DOT

# FTA

U.S. Department of Transportation

Federal Transit Administration

## Award

<b>Federal Award Identification Number (FAIN)</b>	CA-03-0808-00
<b>Temporary Application Number</b>	CA-03-0808-00
<b>Award Name</b>	Mid-City Rapid Bus (12400100)
<b>Award Status</b>	Active (Executed)
<b>Award Budget Number</b>	0

## Part 1: Recipient Information

**Name: SAN DIEGO ASSOCIATION OF GOVERNMENTS**

<b>Recipient ID</b>	<b>Recipient OST Type</b>	<b>Recipient Alias</b>	<b>Recipient DUNS</b>
1620	Council of Government	SAN DIEGO ASSOCIATION OF GOVERNMENTS	073370843

<b>Location Type</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Headquarters	401 B ST STE 800	SAN DIEGO	CA	921014231
Physical Address	401 B ST STE 800	SAN DIEGO	CA	92101
Mailing Address	401 B STREET	SAN DIEGO	CA	92101

## Union Information

<b>Union Name</b>	<b>AMALGAMATED TRANSIT UNION</b>
Address 1	5025 Wisconsin Ave. N.W.
Address 2	
City	Washington
State	District of Columbia
Zipcode	20016
Contact Name	James La Sala
Telephone	2025371645
Fax	2022447824

E-mail	dispatch@atu.org
Website	
<b>Union Name</b>	<b>BROTHERHOOD OF LOCOMOTIVE ENGINEERS</b>
Address 1	1370 Ontario Street
Address 2	Messanine
City	Cleveland
State	Ohio
Zipcode	44113
Contact Name	Clarence Monin
Telephone	2162412630
Fax	2162416516
E-mail	execstaff@ble.org
Website	
<b>Union Name</b>	<b>INLANDBOATMEN'S UNION</b>
Address 1	National Office
Address 2	1711 Nickerson, Suite D
City	Seattle
State	Washington
Zipcode	98119
Contact Name	David Freiboth
Telephone	2062846001
Fax	2062845043
E-mail	david.ibu@mindspring.com
Website	
<b>Union Name</b>	<b>INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS</b>
Address 1	1125 15th Street, NW
Address 2	Room 1003
City	Washington
State	District of Columbia
Zipcode	20005
Contact Name	Daniel David
Telephone	2028337000
Fax	2027287676
E-mail	ibewpoliticaldept@ibew.org
Website	
<b>Union Name</b>	<b>INTERNATIONAL ASSOCIATION OF MACHINISTS</b>
Address 1	9000 Machinists Place
Address 2	
City	Upper Marlboro

State	Maryland
Zipcode	20772
Contact Name	William Scheri
Telephone	3019674500
Fax	3019674588
E-mail	websteward@goiam.org
Website	
<b>Union Name</b>	<b>INTERNATIONAL BROTHERHOOD TEAMSTERS</b>
Address 1	25 Louisiana Ave. N.W.
Address 2	
City	Washington
State	District of Columbia
Zipcode	20001
Contact Name	Steve Keegel
Telephone	2026246800
Fax	2026248110
E-mail	tkeegelgst@teamster.org
Website	
<b>Union Name</b>	<b>MASTERS, MATES &amp; PILOTS UNION</b>
Address 1	Pacific Maritime Region
Address 2	E. Mess., Room 201
City	San Francisco
State	California
Zipcode	94105
Contact Name	Raymond SHIPWAY
Telephone	4155435694
Fax	4155432533
E-mail	rshipway@bridgedeck.org
Website	
<b>Union Name</b>	<b>TRANSPORTATION-COMMUNICATIONS INTERNATIONAL UNION</b>
Address 1	3 Research Place
Address 2	
City	Rockville
State	Maryland
Zipcode	20850
Contact Name	Robert Scardelletti
Telephone	3019484910
Fax	3019481872
E-mail	cparcelli@geclaw.com

Website	
<b>Union Name</b>	<b>UNITED TRANSPORTATION UNION</b>
Address 1	14600 Detroit Ave
Address 2	Bus Department
City	Cleveland
State	Ohio
Zipcode	44107
Contact Name	Roy Arnold
Telephone	2162289400
Fax	2162285755
E-mail	Bus@utu.org
Website	

## Part 2: Award Information

### Title: Mid-City Rapid Bus (12400100)

FAIN	Award Status	Award Type	Date Created	Last Updated Date	From TEAM?
CA-03-0808-00	Active (Executed)	Grant	6/2/2010	6/2/2010	Yes

#### Award Executive Summary

1.15.2010: SANDAG TIP ID: SAN78

This is a New Starts application for Mid-City Rapid, San Diego E2009-NWST-024 and E2010-NWST-016.

UZA FY of Appropriations Amount Appropriated Amount in This Application Remaining Balance

060000 CALIFORNIA 2009 \$ 19,290,150 \$ 19,290,150 \$ -

060000 CALIFORNIA 2010 \$ 2,360,000 \$ 2,360,000 \$ -

\$ 21,650,150 \$ 21,650,150 \$ -

Other Federal Funds on this project:

CA-03-Y230 \$320,000

CA-03-0723 \$729,000

The Mid-City Rapid Bus Project is a 10-mile, high-speed, limited-stop service between San Diego State University (SDSU) and downtown San Diego, along El Cajon and Park Boulevards, one of the key transit corridors in the county. It is one of the Major Corridor projects included in the local TransNet Extension Ordinance and Expenditure Plan approved by the voters in 2004.

This grant will provide funds for new stations, curb pop-outs, larger waiting areas, advance ticket sales, raised platforms, low-floor buses and signal priority with queue jumping. The alignment will be mixed-flow lanes except for 0.6 miles on dedicated guideway. Three transit centers are on the alignment. They are City College, El Cajon Boulevard (I-15) Transit Plaza and San Diego State University.

The project will benefit existing transit riders and attract new riders by transforming existing Metropolitan Transit System Route 15 into a Rapid Bus service characterized by faster travel times, improved customer service, shorter headways and improved schedule reliability. The route will be converted to BRT as more dedicated transit lanes are added.

Two other grants provided funds for the Project: CA-90-Y230 for \$320,000 and CA-03-072 for \$729,000. The Mid-City Rapid Bus project includes the design and implementation of a ten-mile, high-speed, limited-stop service between San Diego State University (SDSU) and downtown San Diego along El Cajon and Park Boulevards. The line will provide North Park, City Heights, and College area residents, students, and workers with a limited-stop, high-speed service in one of the key transit corridors in the region. Project features include stop consolidation, enhanced vehicles and stations, transit signal priority, real-time information, and improved frequencies.

The Rapid Bus project represents the initial step toward implementing a full Bus Rapid Transit (BRT) service in this corridor, as envisioned by the Regional Transportation Plan. The Mid-City BRT project also is one of the Major Corridor projects included in the TransNet Extension Ordinance and Expenditure Plan approved by the voters in 2004. Rapid Bus services are designed to provide higher-speed alternatives to local bus services in key arterial corridors utilizing a range of lower capital cost signal priority treatments and limited station spacing to achieve faster travel times. Rapid Bus services can be upgraded to BRT over time through use of dedicated transit lanes to bypass congested arterial segments.

Advanced planning and conceptual engineering work for the middle segment of the project (between Park Boulevard/University Avenue and El Cajon Boulevard/College Avenue) have been completed. This includes development of a signal priority treatment plan, station designs, street improvements and a small segment of transit-only lanes. The middle segment provides the best opportunity to implement signal priority, bus-only queue jump lanes, station upgrades, and to achieve significant transit travel time savings.

#### PROJECT DESCRIPTION

Mid-City Rapid is a rapid bus project running from downtown San Diego to San Diego State University (SDSU) along one of the oldest and most densely populated corridors in the San Diego region. The project's vision is to demonstrate how increased efficiency, speed, and service can attract new transit ridership, improve customer satisfaction, and benefit the broader community by providing trolley-like service using bus technology. The project is identified as a high-priority project in the Regional Transportation Plan and is a significant element of the City of San Diego's City of Villages program and the SANDAG Smart Growth Concept Map, both of which are designed to spur redevelopment and transit use in older urban communities. Additionally, the corridor presents an opportunity to integrate regional transit service, including a pair of bus rapid transit (BRT) lines, one planned to connect Escondido and downtown via Interstate 15 (I-15), and the other planned to connect South Bay communities to University Towne Center (UTC)/Sorrento Mesa. The corridor will connect with three existing transit centers, each serving several bus routes and providing access to all three of San Diego's light rail routes.

Currently, there are several bus lines that operate along or intersect the Mid-City Rapid corridor. Many of these lines experience high ridership, including several of the highest ridership bus routes in the San Diego region. Route 15 is most similar to the proposed Mid-City Rapid alignment. It carries over 4,500 daily riders, with weekday peak headways of 15 minutes. Along the corridor lie three transit centers: City College, El Cajon Boulevard (I-15) Transit Plaza, and SDSU, each with several thousand users. The Mid-City Rapid alignment extends from downtown San Diego to SDSU via Park Boulevard, El Cajon Boulevard, and College Avenue. The alignment extends 9.9 miles, primarily on mixed-flow lanes, with a portion (0.6 miles) on dedicated guideway.

The Mid-City Rapid project is designed to address problems with travel times and schedule reliability on the corridor, and to provide an enhanced customer experience that will make the service more attractive to existing and prospective riders. Travel time savings will be achieved through design of efficient stations, including curb pop-outs, which provide a larger waiting area and enable buses to stop in the traffic lane and avoid delays from merging back into traffic; advance ticket sales for faster boarding; raised platforms and low-floor buses to provide for near-level boarding; queue jumpers at key intersections; and transit signal priority, providing green extensions to transit vehicles arriving at the end of the green phase. In addition, transit lanes are provided where adequate right-of-way exists and community support could be gained.

BRT stations generally are located adjacent to, but separate from, local bus stops. This will enable convenient transfers but allow the BRT route to achieve its own identity and eliminate stacking at the stations. Several stations will be combined with local bus stops. The customer experience will be enhanced with Next Bus signage;

comfortable, uniquely-branded stations and vehicles; shade trees; and pedestrian amenities.

## PROJECT ELEMENTS

- ò The route is planned for 10-minute weekday peak headways, with 15-minute weekday off-peak and weekend service.
- ò The service will operate from 5 a.m. to 1 a.m., seven days per week. Thus, the service will operate for 20 hours every day.
- ò Fifteen (15) new articulated, low-floor, low emission (alternative-fuel and/or hybrid-drive) vehicles will be used to operate this service. The Metropolitan Transit System (MTS) has an option from a previous order on fifteen (15) NABI buses for this service. However, MTS is also considering a New Flyer vehicle currently in design.
- ò The route will feature a clear system identity that is unique and differs from the current local (short distance) bus service. This unique identity will be evident in the character and design of the route's stations, which generally will be separate from existing local bus stations. The route's buses also will have a different appearance and incorporate special signage differentiating them from local service.
- ò Enhanced amenities such as Next Bus and other technologies will be implemented to ease transfers, increase comfort, improve safety, improve accessibility, and decrease time delays.
- ò Technologies and information will be deployed to make it easier for the general public to understand how to best use and integrate the service into their transportation requirements.
- ò Connections with other local and regional transit services, including neighborhood shuttles, local buses, light rail, commuter rail, and Amtrak, will be facilitated.
- ò The project design will increase access to stations and buses and remove barriers to encourage walking and cycling to transit stations.
- ò The project includes transit signal priority to provide for green time extensions, improving transit vehicle speed and efficiency.
- ò The project will increase signal synchronization to improve traffic flow for transit and other through traffic.
- ò Elements such as advanced signal timing techniques, low-floor buses, raised curbs, and reduced stops are projected to lower route travel time from the current high for Route 15 of 52 minutes in the afternoon peak to 38 minutes throughout the day for Mid-City Rapid.
- ò Transit stations will limit negative effects on adjacent uses through well-designed station elements and proper site planning. Rapid Bus stations also will differentiate themselves from other bus stations through unique design and signage. Seventeen (17) stations will be provided along the route.
- ò Transit stations will help support existing businesses as well as encourage future development.
- ò Transit station circulation will accommodate transit riders and other pass-by pedestrians and be fully accessible.

## Project Benefits

The project would benefit both existing transit riders and serve to attract new riders by transforming existing Metropolitan Transit System (MTS) Route 15 into a Rapid Bus service characterized by faster travel times, enhanced customer experience, and more frequent service. Specific improvements include:

ò **Faster Travel Times:** The key focus of the project is improving transit travel times along the corridor for both local bus service (MTS Route 1) and the proposed Rapid Bus service. Because the project is focused on improvements throughout the length of El Cajon Boulevard, it will be especially attractive to passengers making longer distance trips. Improved travel times will be achieved by consolidating transit stops, prepaid fares, coordinated signal timing, extended green signal phases for buses, and level boarding.

- El Cajon Boulevard Simulation
- Park Boulevard Simulation

ò **Enhanced Customer Experience:** The customer experience will be improved through creation of transit stations with distinctive shelters branded for the Rapid Bus service, next vehicle information, and new articulated vehicles branded with a distinctive Rapid Bus theme. The project will also improve the pedestrian environment and safety in and around station areas through better crosswalks and hardscape/landscape enhancements.

ò **Frequent Service:** Service frequency will be upgraded on the Rapid Bus service to operate every 10 minutes in the peak period, and every 15 minutes in the off-peak.

The Mid-City Rapid Bus route runs through several of San Diego's older densely developed urban communities that are identified as Smart Growth areas in the Regional Comprehensive Plan. New development continues to occur along the route, with an emphasis on residential in-fill and walkability. In addition, El Cajon Boulevard has been enhanced with landscaped medians to improve its image and appeal. The Mid-City Rapid Bus project will

continue this trend and help support the continued revitalization of El Cajon Boulevard.

**Frequency of Milestone Progress Reports (MPR)**

Quarterly

**Frequency of Federal Financial Reports (FFR)**

Quarterly

**Pre-Award Authority**

This award is using Pre-Award Authority.

**Will this Grant be using Lapsing Funds?**

No Selection Made

**Requires E.O. 12372 Review**

No, this application does not require E.O. 12372 Review.

**Delinquent Federal Debt**

No, my organization does not have delinquent federal debt.

**Award Point of Contact Information**

<b>FTA Point of Contact</b>	Susan Chu
<b>Recipient Point of Contact</b>	Kim York / Kerri Everett

**Award Budget Control Totals**

<b>Funding Source</b>	<b>Section of Statute</b>	<b>CFDA Number</b>	<b>Amount</b>
49 USC 5309 - New Starts	5309-5	20500	\$21,650,000
Local			\$21,827,000
State			\$0
Other Federal			\$1,049,000
<b>Total Eligible Cost</b>			<b>\$44,526,000</b>
Adjustment Amount			\$0
<b>Gross Award Cost</b>			<b>\$44,526,000</b>

**Award Budget**

	<b>Budget Item</b>	<b>FTA Amount</b>	<b>Non-FTA Amount</b>	<b>Total Eligible Amount</b>	<b>Quantity</b>
131-00	NEW START - ROLLING STOCK	\$9,758,000.00	\$5,042,000.00	\$14,800,000.00	15
	13.13.06 PURCHASE EXP - ARTICULATED BUS	\$9,758,000.00	\$5,042,000.00	\$14,800,000.00	15
140-00	NEW START	\$11,892,000.00	\$17,834,000.00	\$29,726,000.00	0
	13.31.02 ENG/DESIGN - NEW START STATIONS	\$639,000.00	\$2,261,000.00	\$2,900,000.00	0

13.79.00	PROJECT MANAGEMENT/ADMINISTRATION	\$614,000.00	\$1,512,000.00	\$2,126,000.00	0
14.02.20	STATIONS, STOPS, TERMINALS, INTERMODAL	\$10,319,000.00	\$12,381,000.00	\$22,700,000.00	0
14.06.60	ROW, LAND, EXISTING IMPROVEMENTS	\$320,000.00	\$1,680,000.00	\$2,000,000.00	0

## Earmark and Discretionary Allocations

Earmark ID	Earmark Name	Amount Applied	FAIN	Congressional Release Date
E2009-NWST-024	Mid-City Rapid, San Diego	\$19,290,150	CA-03-0808-00	Aug 25 2010 10:19PM
E2010-NWST-016	San Diego-Mid-City Rapid	\$2,359,850	CA-03-0808-00	Aug 25 2010 10:19PM

## Sources of Federal Financial Assistance

UZA Code	Area Name	Account Class Code	FPC	Description	Amendment Amount	Cumulative Amount
060190	San Diego, CA	2010.47.03.33.1	00	NEW STARTS	\$2,359,850	\$2,359,850
060190	San Diego, CA	2009.47.03.33.1	00	NEW STARTS	\$19,290,150	\$19,290,150

## Part 3: Project Information

### Project Title: Mid-City Rapid Bus (12400100)

Project Number	Temporary Project Number	Date Created	Start Date	End Date
CA-03-0808-00	N/A	6/2/2010	3/31/2009	12/31/2012

## Project Location (Urbanized Areas)

UZA Code	Area Name
060000	California

## Congressional District Information

State	District	Representative
California	53	Susan A Davis



## Project Budget Activity Line Items

### Budget Activity Line Item: 14.02.20 - STATIONS, STOPS, TERMINALS, INTERMODAL

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
NEW START (140-00)	14.02.20	STATIONS, STOPS, TERMINALS, INTERMODAL	STATIONS, STOPS, TERMINALS, INTERMODAL	0

#### Extended Budget Description

TIP ID: SAN78

activities under this scope encompass the construction (including construction support activities) and implementation of the project, including transit signal priority, enhanced stations including larger station platforms with raised curbs, passenger staging area, shelters and benches and drainage infrastructure. The project also provides for enhanced technologies (e.g. Next Bus), pedestrian improvements, and dedicated transit lanes.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - New Starts	5309-5	20500	\$10,319,000
Non-FTA Amount			\$12,381,000
<b>Total Eligible Cost</b>			<b>\$22,700,000</b>

Milestone Name	Est. Completion Date	Description
RFB/IFB OUT FOR BID	1/28/2011	TIP ID: SAN78 activities under this scope encompass the construction (including construction support activities) and implementation of the project, including transit signal priority, enhanced stations including larger station platforms with raised curbs, passenger staging area, shelters and benches and drainage infrastructure. The project also provides for enhanced technologies (e.g. Next Bus), pedestrian improvements, and dedicated transit lanes.
Contract Complete	4/7/2012	TIP ID: SAN78 activities under this scope encompass the construction (including construction support activities) and implementation of the project, including transit signal priority, enhanced stations including larger station platforms with raised curbs, passenger staging area, shelters and benches and drainage infrastructure. The project also provides for enhanced technologies (e.g. Next Bus), pedestrian improvements, and dedicated transit lanes.

### Budget Activity Line Item: 14.06.60 - ROW, LAND, EXISTING IMPROVEMENTS

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
NEW START (140-00)	14.06.60	ROW, LAND, EXISTING IMPROVEMENTS	ROW, LAND, EXISTING IMPROVEMENTS	0

#### Extended Budget Description

TIP ID: SAN78

activities under this scope encompass all activities related to purchase of Right-of-way for the project, including negotiations with property owners for construction easements, access, and right of way acquisition necessary to accommodate Rapid Bus Station platforms.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - New Starts	5309-5	20500	\$320,000
Non-FTA Amount			\$1,680,000
<b>Total Eligible Cost</b>			<b>\$2,000,000</b>

Milestone Name	Est. Completion Date	Description
RFB/IFB OUT FOR BID	12/1/2009	TIP ID: SAN78 activities under this scope encompass all activities related to purchase of Right-of-way for the project, including negotiations with property owners for construction easements, access, and right of way acquisition necessary to accommodate Rapid Bus Station platforms.
Contract Complete	12/1/2010	TIP ID: SAN78 activities under this scope encompass all activities related to purchase of Right-of-way for the project, including negotiations with property owners for construction easements, access, and right of way acquisition necessary to accommodate Rapid Bus Station platforms.

**Budget Activity Line Item: 13.79.00 - PROJECT MANAGEMENT/ADMINISTRATION**

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
NEW START (140-00)	13.79.00	PROJECT ADMINISTRATION	PROJECT ADMINISTRATION	0

**Extended Budget Description**

SANDAG TIP ID: SAN78

This activity includes all direct staff, fringe, overhead and administrative costs for the project. This would include such staff activities and miscellaneous supplies and services necessary to accomplish the job

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - New Starts	5309-5	20500	\$614,000
Non-FTA Amount			\$1,512,000
<b>Total Eligible Cost</b>			<b>\$2,126,000</b>

Milestone Name	Est. Completion Date	Description
Ongoing	12/31/2012	SANDAG TIP ID: SAN78 This activity includes all direct staff, fringe, overhead and administrative costs for the project. This would include such staff activities and miscellaneous supplies and services necessary to accomplish the job

**Budget Activity Line Item: 13.31.02 - ENG/DESIGN - NEW START STATIONS**

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
NEW START (140-00)	13.31.02	ENG/DESIGN - NEW START STATIONS	ENG/DESIGN - NEW START STATIONS	0

#### Extended Budget Description

TIP ID: SAN78

activities under this scope encompass the assessment, design, and preparation of the project, including transit signal priority, enhanced stations including larger station platforms with raised curbs, passenger staging area, shelters and benches and drainage infrastructure. The project also provides for enhanced technologies (e.g. Next Bus), pedestrian improvements, and dedicated transit lanes.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - New Starts	5309-5	20500	\$639,000
Non-FTA Amount			\$2,261,000
<b>Total Eligible Cost</b>			<b>\$2,900,000</b>

Milestone Name	Est. Completion Date	Description
RFP/IFB Issued	3/31/2009	TIP ID: SAN78 activities under this scope encompass the assessment, design, and preparation of the project, including transit signal priority, enhanced stations including larger station platforms with raised curbs, passenger staging area, shelters and benches and drainage infrastructure. The project also provides for enhanced technologies (e.g. Next Bus), pedestrian improvements, and dedicated transit lanes
Contract Complete	9/30/2010	TIP ID: SAN78 activities under this scope encompass the assessment, design, and preparation of the project, including transit signal priority, enhanced stations including larger station platforms with raised curbs, passenger staging area, shelters and benches and drainage infrastructure. The project also provides for enhanced technologies (e.g. Next Bus), pedestrian improvements, and dedicated transit lanes

#### Budget Activity Line Item: 13.13.06 - PURCHASE EXP - ARTICULATED BUS

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
NEW START - ROLLING STOCK (131-00)	13.13.06	PURCHASE EXP - ARTICULATED BUS	PURCHASE EXP - ARTICULATED BUS	15

#### Extended Budget Description

TIP ID: SAN78

15 articulated, low-floor, low emission (alternative-fuel (CNG) and/or hybrid-drive) vehicles.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - New Starts	5309-5	20500	\$9,758,000
Non-FTA Amount			\$5,042,000

<b>Total Eligible Cost</b>	<b>\$14,800,000</b>
----------------------------	---------------------

<b>Milestone Name</b>	<b>Est. Completion Date</b>	<b>Description</b>
RFP/IFB OUT FOR BID	10/31/2010	TIP ID: SAN78 15 articulated, low-floor, low emission (alternative-fuel (CNG) and/or hybrid-drive) vehicles.
CONTRACT AWARDED	1/31/2011	TIP ID: SAN78 15 articulated, low-floor, low emission (alternative-fuel (CNG) and/or hybrid-drive) vehicles.
FIRST VEHICLE DELIVERED	2/28/2012	TIP ID: SAN78 15 articulated, low-floor, low emission (alternative-fuel (CNG) and/or hybrid-drive) vehicles.
ALL VEHICLES DELIVERED	4/30/2012	TIP ID: SAN78 15 articulated, low-floor, low emission (alternative-fuel (CNG) and/or hybrid-drive) vehicles.
CONTRACT COMPLETE	6/30/2012	TIP ID: SAN78 15 articulated, low-floor, low emission (alternative-fuel (CNG) and/or hybrid-drive) vehicles.

## Project Environmental Findings

<b>Finding: Class 2D</b>
--------------------------

### Class Level Description

### Categorical Exclusion Description

Type 02: Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.

<b>Finding: Class 2D</b>
--------------------------

### Class Level Description

### Categorical Exclusion Description

Type 02: Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.

<b>Scope Name / Line Item Code</b>	<b>Line Item Number</b>	<b>Line Item Name</b>	<b>Quantity</b>	<b>FTA Amount</b>	<b>Total Eligible Cost</b>
NEW START (140-00)	14.02.20	STATIONS, STOPS, TERMINALS, INTERMODAL	0	\$10,319,000.00	\$22,700,000.00

<b>Finding: Class 2D</b>
--------------------------

### Class Level Description

### Categorical Exclusion Description

Type 02: Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.

<b>Scope Name / Code</b>	<b>Line Item Number</b>	<b>Line Item Name</b>	<b>Quantity</b>	<b>FTA Amount</b>	<b>Total Eligible Cost</b>
--------------------------	-------------------------	-----------------------	-----------------	-------------------	----------------------------

NEW START (140-00)	14.06.60	ROW, LAND, EXISTING IMPROVEMENTS	0	\$320,000.00	\$2,000,000.00
-----------------------	----------	-------------------------------------	---	--------------	----------------

<b>Finding: Class 2D</b>
--------------------------

**Class Level Description**

**Categorical Exclusion Description**

Type 02: Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
NEW START (140-00)	13.79.00	PROJECT MANAGEMENT/ADMINISTRATION	0	\$614,000.00	\$2,126,000.00

<b>Finding: Class 2D</b>
--------------------------

**Class Level Description**

**Categorical Exclusion Description**

Type 02: Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
NEW START (140-00)	13.31.02	ENG/DESIGN - NEW START STATIONS	0	\$639,000.00	\$2,900,000.00

<b>Finding: Class 2C</b>
--------------------------

**Class Level Description**

**Categorical Exclusion Description**

Type 17: The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.

<b>Finding: Class 2C</b>
--------------------------

**Class Level Description**

**Categorical Exclusion Description**

Type 17: The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
-------------------	------------------	----------------	----------	------------	---------------------

NEW START - ROLLING STOCK (131-00)	13.13.06	PURCHASE EXP - ARTICULATED BUS	15	\$9,758,000.00	\$14,800,000.00
--	----------	-----------------------------------	----	----------------	-----------------

## Part 4: Fleet Details

**Fleet Type:** Fixed Route

### Fleet Comments

"Before" data represents MTS fleet plan for its regular fixed-route and paratransit services. MTS fleet plan attached as follows:

1. MTS Bus Fleet Plan Revised 6.2.09 is what was approved by FTA
2. MTS Bus Fleet Plan Proposed July-- Sept 2010 4.15.10 is just an update to that.
3. CIP MTS Fleet Replacement FY 11-16 2.5.10 is our CIP fleet replacement plan.

MTS does not include buses for any of the SANDAG BRT projects in that plan except SuperLoop.

MidCity BRT is a dedicated fleet where the TSP transponders, plus potentially other equipment, will make the buses unique from the rest of the MTS fleet. These buses are shown in teh "Change" area of the fleet status as follows:

MidCity BRT Fleet Plan:

- A. Peak Requirement: 12
- B. Spares: 3
- C. Total (A+B) 15

		Current Value
I.	<b>Active Fleet</b>	
	A. Peak Requirement	464
	B. Spares	95
	C. Total (A+B)	559
	D. Spare Ratio (B/A)	20.47%
II.	<b>Inactive Fleet</b>	
	A. Other	0
	B. Pending Disposal	0
	C. Total (A+B)	0
III.	<b>Total (I.C and II.C)</b>	559

**Fleet Type:** Paratransit

### Fleet Comments

*None provided.*

Current Value
---------------

I.	<b>Active Fleet</b>	
	A. Peak Requirement	115
	B. Spares	12
	C. Total (A+B)	127
	D. Spare Ratio (B/A)	10.43%
II.	<b>Inactive Fleet</b>	
	A. Other	0
	B. Pending Disposal	0
	C. Total (A+B)	0
III.	<b>Total (I.C and II.C)</b>	127

## Part 5: FTA Review Comments

### Application Review Comments

**Comment By** Leslie Rogers

Comment Type FTA Budget Revision

Date 8/25/2010

Comment

### Application Review Comments

**Comment By** Hymie Luden

Comment Type General Application

Date 4/21/2010

Project Title Mid-City Rapid Bus (12400100)

Project Number CA-03-0808-00

ok

Comment Need NEPA for bus ALI

**Comment By** Hymie Luden

Comment Type General Application

Date 4/21/2010

Project Title Mid-City Rapid Bus (12400100)

Project Number CA-03-0808-00

Comment ok  
Need FTA grant manager's name

---

**Comment By Hymie Luden**

Comment Type General Application

Date 4/21/2010

Project Title Mid-City Rapid Bus (12400100)

Project Number CA-03-0808-00

ok

Comment Add Fleet Status numbers for the whole fleet not just these buses. If these buses can't be used on the other routes, add the fleet status for just these buses beneath the TEAM table, in its own table with a narrative explanation.

---

**Comment By Hymie Luden**

Comment Type General Application

Date 6/2/2010

Project Title Mid-City Rapid Bus (12400100)

Project Number CA-03-0808-00

ok

Comment Correct earlier grant's number

---

**Comment By Hymie Luden**

Comment Type General Application

Date 7/12/2010

Project Title Mid-City Rapid Bus (12400100)

Project Number CA-03-0808-00

Comment Need NEPA Findings for ALI's not Scope

## Part 6: Agreement

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION



**GRANT AGREEMENT  
(FTA G-16, October 1, 2009)**

On the date the authorized U.S. Department of Transportation, Federal Transit Administration (FTA) official's electronic signature is entered for this Grant Agreement, FTA has Awarded Federal assistance in support of the Project described below. Upon Execution of this Grant Agreement by the Recipient named below, the Recipient affirms this FTA Award, and enters into this Grant Agreement with FTA. The following documents are incorporated by reference and made part of this Grant Agreement:

- (1) "Federal Transit Administration Master Agreement," FTA MA(16), October 1, 2009,  
<http://www.fta.dot.gov/documents/16-Master.pdf>
- (2) The Certifications and Assurances applicable to the Project that the Recipient has selected and provided to FTA, and
- (3) Any Award notification containing special conditions or requirements, if issued.

FTA OR THE FEDERAL GOVERNMENT MAY WITHDRAW ITS OBLIGATION TO PROVIDE FEDERAL ASSISTANCE IF THE RECIPIENT DOES NOT EXECUTE THIS GRANT AGREEMENT WITHIN 90 DAYS FOLLOWING THE DATE OF THIS FTA AWARD SET FORTH HEREIN.

**FTA AWARD**

Federal Transit Administration (FTA) hereby awards a Federal grant as follows:

**Recipient Information**

Recipient Name: SAN DIEGO ASSOCIATION OF GOVERNMENTS

**Award Information**

Award Number: CA-03-0808-00

Award Name: Mid-City Rapid Bus (12400100)

Award Executive Summary: 1.15.2010: SANDAG TIP ID: SAN78

This is a New Starts application for Mid-City Rapid, San Diego E2009-NWST-024 and E2010-NWST-016.

UZA FY of Appropriations Amount Appropriated Amount in This Application Remaining Balance

060000 CALIFORNIA 2009 \$ 19,290,150 \$ 19,290,150 \$ -

060000 CALIFORNIA 2010 \$ 2,360,000 \$ 2,360,000 \$ -

\$ 21,650,150 \$ 21,650,150 \$ -

Other Federal Funds on this project:

CA-03-Y230 \$320,000

CA-03-0723 \$729,000

The Mid-City Rapid Bus Project is a 10-mile, high-speed, limited-stop service between San Diego State University (SDSU) and downtown San Diego, along El Cajon and Park Boulevards, one of the key transit corridors in the county. It is one of the Major Corridor projects included in the local TransNet Extension Ordinance and Expenditure Plan approved by the voters in 2004.

This grant will provide funds for new stations, curb pop-outs, larger waiting areas, advance ticket sales, raised platforms, low-floor buses and signal priority with queue jumping. The alignment will be mixed-flow lanes except for 0.6 miles on dedicated guideway. Three transit centers are on the alignment. They are

City College, El Cajon Boulevard (I-15) Transit Plaza and San Diego State University.

The project will benefit existing transit riders and attract new riders by transforming existing Metropolitan Transit System Route 15 into a Rapid Bus service characterized by faster travel times, improved customer service, shorter headways and improved schedule reliability. The route will be converted to BRT as more dedicated transit lanes are added.

Two other grants provided funds for the Project: CA-90-Y230 for \$320,000 and CA-03-072 for \$729,000. The Mid-City Rapid Bus project includes the design and implementation of a ten-mile, high-speed, limited-stop service between San Diego State University (SDSU) and downtown San Diego along El Cajon and Park Boulevards. The line will provide North Park, City Heights, and College area residents, students, and workers with a limited-stop, high-speed service in one of the key transit corridors in the region. Project features include stop consolidation, enhanced vehicles and stations, transit signal priority, real-time information, and improved frequencies.

The Rapid Bus project represents the initial step toward implementing a full Bus Rapid Transit (BRT) service in this corridor, as envisioned by the Regional Transportation Plan. The Mid-City BRT project also is one of the Major Corridor projects included in the TransNet Extension Ordinance and Expenditure Plan approved by the voters in 2004. Rapid Bus services are designed to provide higher-speed alternatives to local bus services in key arterial corridors utilizing a range of lower capital cost signal priority treatments and limited station spacing to achieve faster travel times. Rapid Bus services can be upgraded to BRT over time through use of dedicated transit lanes to bypass congested arterial segments.

Advanced planning and conceptual engineering work for the middle segment of the project (between Park Boulevard/University Avenue and El Cajon Boulevard/College Avenue) have been completed. This includes development of a signal priority treatment plan, station designs, street improvements and a small segment of transit-only lanes. The middle segment provides the best opportunity to implement signal priority, bus-only queue jump lanes, station upgrades, and to achieve significant transit travel time savings.

## PROJECT DESCRIPTION

Mid-City Rapid is a rapid bus project running from downtown San Diego to San Diego State University (SDSU) along one of the oldest and most densely populated corridors in the San Diego region. The project's vision is to demonstrate how increased efficiency, speed, and service can attract new transit ridership, improve customer satisfaction, and benefit the broader community by providing trolley-like service using bus technology. The project is identified as a high-priority project in the Regional Transportation Plan and is a significant element of the City of San Diego's City of Villages program and the SANDAG Smart Growth Concept Map, both of which are designed to spur redevelopment and transit use in older urban communities. Additionally, the corridor presents an opportunity to integrate regional transit service, including a pair of bus rapid transit (BRT) lines, one planned to connect Escondido and downtown via Interstate 15 (I-15), and the other planned to connect South Bay communities to University Towne Center (UTC)/Sorrento Mesa. The corridor will connect with three existing transit centers, each serving several bus routes and providing access to all three of San Diego's light rail routes.

Currently, there are several bus lines that operate along or intersect the Mid-City Rapid corridor. Many of these lines experience high ridership, including several of the highest ridership bus routes in the San Diego region.

Route 15 is most similar to the proposed Mid-City Rapid alignment. It carries over 4,500 daily riders, with weekday peak headways of 15 minutes. Along the corridor lie three transit centers: City College, El Cajon Boulevard (I-15) Transit Plaza, and SDSU, each with several thousand users. The Mid-City Rapid alignment extends from downtown San Diego to SDSU via Park Boulevard, El Cajon Boulevard, and College Avenue. The alignment extends 9.9 miles, primarily on mixed-flow lanes, with a portion (0.6 miles) on dedicated guideway.

The Mid-City Rapid project is designed to address problems with travel times and schedule reliability on

the corridor, and to provide an enhanced customer experience that will make the service more attractive to existing and prospective riders. Travel time savings will be achieved through design of efficient stations, including curb pop-outs, which provide a larger waiting area and enable buses to stop in the traffic lane and avoid delays from merging back into traffic; advance ticket sales for faster boarding; raised platforms and low-floor buses to provide for near-level boarding; queue jumpers at key intersections; and transit signal priority, providing green extensions to transit vehicles arriving at the end of the green phase. In addition, transit lanes are provided where adequate right-of-way exists and community support could be gained.

BRT stations generally are located adjacent to, but separate from, local bus stops. This will enable convenient transfers but allow the BRT route to achieve its own identity and eliminate stacking at the stations. Several stations will be combined with local bus stops. The customer experience will be enhanced with Next Bus signage; comfortable, uniquely-branded stations and vehicles; shade trees; and pedestrian amenities.

#### PROJECT ELEMENTS

- ò The route is planned for 10-minute weekday peak headways, with 15-minute weekday off-peak and weekend service.
- ò The service will operate from 5 a.m. to 1 a.m., seven days per week. Thus, the service will operate for 20 hours every day.
- ò Fifteen (15) new articulated, low-floor, low emission (alternative-fuel and/or hybrid-drive) vehicles will be used to operate this service. The Metropolitan Transit System (MTS) has an option from a previous order on fifteen (15) NABI buses for this service. However, MTS is also considering a New Flyer vehicle currently in design.
- ò The route will feature a clear system identity that is unique and differs from the current local (short distance) bus service. This unique identity will be evident in the character and design of the route's stations, which generally will be separate from existing local bus stations. The route's buses also will have a different appearance and incorporate special signage differentiating them from local service.
- ò Enhanced amenities such as Next Bus and other technologies will be implemented to ease transfers, increase comfort, improve safety, improve accessibility, and decrease time delays.
- ò Technologies and information will be deployed to make it easier for the general public to understand how to best use and integrate the service into their transportation requirements.
- ò Connections with other local and regional transit services, including neighborhood shuttles, local buses, light rail, commuter rail, and Amtrak, will be facilitated.
- ò The project design will increase access to stations and buses and remove barriers to encourage walking and cycling to transit stations.
- ò The project includes transit signal priority to provide for green time extensions, improving transit vehicle speed and efficiency.
- ò The project will increase signal synchronization to improve traffic flow for transit and other through traffic.
- ò Elements such as advanced signal timing techniques, low-floor buses, raised curbs, and reduced stops are projected to lower route travel time from the current high for Route 15 of 52 minutes in the afternoon peak to 38 minutes throughout the day for Mid-City Rapid.
- ò Transit stations will limit negative effects on adjacent uses through well-designed station elements and proper site planning. Rapid Bus stations also will differentiate themselves from other bus stations through unique design and signage. Seventeen (17) stations will be provided along the route.
- ò Transit stations will help support existing businesses as well as encourage future development.
- ò Transit station circulation will accommodate transit riders and other pass-by pedestrians and be fully accessible.

#### Project Benefits

The project would benefit both existing transit riders and serve to attract new riders by transforming existing Metropolitan Transit System (MTS) Route 15 into a Rapid Bus service characterized by faster travel times, enhanced customer experience, and more frequent service. Specific improvements include:

- ò Faster Travel Times: The key focus of the project is improving transit travel times along the corridor for both local bus service (MTS Route 1) and the proposed Rapid Bus service. Because the project is

focused on improvements throughout the length of El Cajon Boulevard, it will be especially attractive to passengers making longer distance trips. Improved travel times will be achieved by consolidating transit stops, prepaid fares, coordinated signal timing, extended green signal phases for buses, and level boarding.

- El Cajon Boulevard Simulation

- Park Boulevard Simulation

ò Enhanced Customer Experience: The customer experience will be improved through creation of transit stations with distinctive shelters branded for the Rapid Bus service, next vehicle information, and new articulated vehicles branded with a distinctive Rapid Bus theme. The project will also improve the pedestrian environment and safety in and around station areas through better crosswalks and hardscape/landscape enhancements.

ò Frequent Service: Service frequency will be upgraded on the Rapid Bus service to operate every 10 minutes in the peak period, and every 15 minutes in the off-peak.

The Mid-City Rapid Bus route runs through several of San Diego's older densely developed urban communities that are identified as Smart Growth areas in the Regional Comprehensive Plan. New development continues to occur along the route, with an emphasis on residential in-fill and walkability. In addition, El Cajon Boulevard has been enhanced with landscaped medians to improve its image and appeal. The Mid-City Rapid Bus project will continue this trend and help support the continued revitalization of El Cajon Boulevard.

Total Award Eligible Cost: \$44,526,000.00

### Award Budget Control Totals

(The Budget includes the individual Project Budgets (Scopes and Activity Line Items) or as attached)

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - New Starts	5309-5	20500	\$21,650,000
Local			\$21,827,000
State			\$0
Other Federal			\$1,049,000
<b>Total Eligible Cost</b>			<b>\$44,526,000</b>
Adjustment Amount			\$0
<b>Gross Award Cost</b>			<b>\$44,526,000</b>

### Maximum Percentage(s) of FTA Participation

Percentages of Federal participation are based on amounts included in the Approved Project Budget, modified as set forth in the text following the Project Description.

### U.S. Department of Labor Certification of Public Transportation Employee Protective Arrangements:

Original Certification Date:

### Special Conditions

There are no special conditions.

Awarded By:  
Leslie Rogers  
Regional Administrator  
FEDERAL TRANSIT ADMINISTRATION  
U.S. DEPARTMENT OF TRANSPORTATION  
Contact Info:  
Award Date:8/25/2010

#### **EXECUTION OF GRANT AGREEMENT**

The Grantee, by executing this Grant Agreement, affirms this FTA Award; adopts and ratifies all statements, representations, warranties, covenants, and materials it has submitted to FTA; consents to this FTA Award; and agrees to all terms and conditions set forth in this Grant Agreement.

By executing this Grant Agreement, I am simultaneously executing any Supplemental Agreement that may be required to effectuate this Grant Agreement.

Executed By:  
Renee Wasmund  
Director of Finance  
SAN DIEGO ASSOCIATION OF GOVERNMENTS  
8/28/2010